Chapter 3. Existing Conditions

During the summer of 2000, the project team conducted an extensive existing conditions analysis of the project area. The existing conditions analysis included original fieldwork including measurements of the roadway widths, inventories of parking supply, and documentation of roadway signage. Traffic data was collected on all of the Park's major roads and key intersections. A visitor survey concerning travel behavior, visitation patterns, and transportation problems was conducted at key destination areas in the Park. Both the traffic data and the visitor survey were conducted over two seasons, the summer of 2000 and the spring of 2001. A survey was also sent to the Park Partner organizations as a way of gathering their input on the key transportation issues in the Park.

This chapter presents the key findings from the fieldwork, data collection efforts, visitor intercept survey, and Park Partner survey. Observations are made about the differences in visitation patterns during the spring and summer seasons. The chapter concludes with a discussion of the key conclusions about transportation issues suggested by the existing conditions. For a comprehensive description of the existing conditions results, refer to the *Existing Condition Report, November 2000*. For a comparison of the spring 2001 and summer 2000 traffic data and visitor intercept results, refer to *Data Collection Analysis, December 2001.*

Physical Characteristics

Extensive measurements and counts were taken of the study area's physical characteristics, including roadway and parking area dimensions, signage details and bicycle, pedestrian and transit facilities:

- The **roadway** network in the study area is dominated by narrow, rural, two-way roads, almost all of which have paved widths under 30 feet. The current narrowness precludes the striping of bike lanes on most road segments.
- **Parking** is widely distributed throughout the study area, with an estimated total of 1,373 spaces in the Marin Headlands and 848 spaces in Fort Baker. Most parking areas are unstriped and many are unpaved.
- Very limited **transit** service is currently available. Although 26 Golden Gate Transit lines currently pass through the study area on Highway 101, allowing potentially rich connections throughout Marin County and San Francisco, none stop within the park. Three Golden Gate Transit lines provide limited service on Alexander Avenue, but no pedestrian connections are available from the bus stops to elsewhere in the park. San Francisco Muni's 76 line provides well utilized bus service from San Francisco, but the route operates hourly only on Sundays and holidays. SALLY (Sausalito Local Area Land Yacht) offers seasonal service between Sausalito and Fort Baker.

- The **pedestrian** network is limited by a lack of connection between Fort Baker and the Headlands, due in part to the temporary closure of Conzelman Road under the Golden Gate Bridge, along with the prohibition of pedestrians in the Barry-Baker tunnel. Elsewhere in the Headlands, an extensive trail network is well utilized by pedestrians, although connections between some key destinations are limited.
- With the exception of the Barry-Baker tunnel and Danes Drive, there are no **bicycle** lanes in the study area. The Golden Gate Bridge bicycle path terminates at Alexander Avenue, where bikes must share a narrow roadway shoulder with pedestrians and, at times, vehicles. Throughout the study area, bicyclists generally share narrow roadway lanes with motor vehicles.
- **Signage** throughout the study area is limited, with directional and street name signs missing from many key intersections.

Traffic Data Collection

Tube counters were placed on seven roads throughout the study area for a period of 14 days in order to capture traffic variability.

Tube Count Results

- The average daily vehicle trips entering or exiting in the Headlands through either Bunker or Conzelman Roads on a spring weekday is just over 4,000. In the summer, this number increases by 44% to 5,807 trips.

  For spring and summer Saturdays and Sundays the number of average daily vehicle trips is about twice that of the weekdays.
- Regardless of season, about two-thirds of all inbound and outbound trips into the Headlands are made via Conzelman Road. The other one-third are made through the Barry-Baker Tunnel.
- During the spring, the combined daily eastbound and westbound vehicle trips on Alexander Avenue just west of the intersection with East Road reach about 10,500 on a Sunday and exceed 11,000 on a Saturday. These counts represent a three to five percent decrease below summer counts.
- During both seasons, on every day of the week (except Sunday in spring), westbound daily volumes on Alexander Avenue exceed eastbound daily volumes suggesting that vehicles use different routes for trips into and out of Sausalito and that southbound vehicles are more likely to drive through Sausalito than northbound ones.
- During both seasons, on weekdays, Alexander Avenue experiences the most traffic between 4:00 PM and 7:00 PM. On Saturdays, the peak hour in the spring season is 4:00 PM. In the summer it is 5:00 PM. On Sundays in the spring the peak hour is 2:00 PM and 4:00 PM in the summer.

- On westbound Alexander Avenue, at the intersection with the on-ramps for the southbound approach to the Golden Gate Bridge and the Conzelman Road entrance to the Marin Headlands, approximately 72% of the weekend peak hour spring traffic and 58% of the weekend peak hour summer traffic is unrelated to traffic entering the Marin Headlands through the Conzelman Road entrance.
- Tube counts show that the average daily vehicle trips (combined inbound and outbound) to Fort Baker on a spring weekday are about 1,500. During the summer the number rises to about 2,000. An unknown number of these vehicles may not be patronizing facilities within Fort Baker but cutting through the site while on route to the Golden Gate Bridge or Sausalito.

  On Saturdays, in the spring, trips in and out of Fort Baker increase to just over 2,000 while summer trips increase to 2,500.

  On Sundays, trips to Fort Baker in both seasons are about 12% lower than on Saturdays

  At Fort Baker, a trend of vehicles entering via East Road and exiting via Bunker Road was apparent during both seasons. The trend may represent cut-through traffic avoiding the vehicle queue along Alexander Avenue.

Intersection Movement Count Results

Turning movement counts captured the number of vehicles turning left, right or continuing straight from each approach at seven intersections during the weekend.

- While the tube count results show an overall average decrease of traffic levels from the summer to the spring seasons, the peak hour turning movement counts show an increase in spring counts at most locations. However, this may only be reflective of the daily variability in traffic conditions and not at all indicative of a general pattern of more traffic during the spring than summer.
- The worst performing intersection in the study area is Conzelman Road/Alexander Avenue U.S. 101 southbound on-ramp. The intersection currently operates at a Level of Service (LOS) E during weekend peak hours in both seasons. Intersection operations were somewhat worse during the spring for two of the intersections: Alexander Avenue/U.S. 101 Southbound off-ramp performs at LOS A during the summer and LOS C during the spring. Alexander Avenue/U.S. 101 northbound ramps declined from a LOS C during the summer to a LOS E during the spring. All other intersections in the study area operate at LOS C or better.
- Based upon weekend peak hour turning movement counts, between 18% and 55% of the vehicles, depending on the day and the season, entering the Headlands via Conzelman Road do not continue beyond Conzelman's intersection with McCullough Road. These percentages indicate the popularity of the Battery Spencer viewing areas as a primary destination for Park visitors.

Modal Choice Observation Results

Modal choice observations during a Friday, Saturday, and Sunday included counts of the number of vehicles, bicycles, buses and pedestrians at key points in the study area's road network including the gateways to main areas within the study area.

- Visitor levels to the Marin Headlands on a spring Friday are 45% lower than a summer Friday. On Saturdays, however, visitor levels are 24% higher in the spring than the summer, and on Sundays visitation is still higher in the spring but by only about five percent.

  The modal choice observations seem to contradict the results of the two-week tube counts which show higher average traffic counts during the summer regardless of the day of the week. However, this may only be reflective of the daily variability in traffic conditions and not at all indicative of a general pattern of more traffic during the spring than summer.

  For example, the traffic count data collected on the specific spring Saturday when modal choice observations were made is seven percent higher than the average traffic count for a spring Saturday. Similarly, the traffic count data that was collected on the specific summer Sunday when modal choice observations were made is 12% lower than the average traffic counts for a summer Sunday.

- The modal choice observation data collected for Fort Baker shows similar results as the two-week tube counts. On a spring Friday, just over 1,000 visitors enter Fort Baker compared to about 2,000 visitors in the summer. On a spring Saturday, about 2,200 visitors enter Fort Baker compared to about 2,400 in the summer. On Sundays, there are larger discrepancies between seasons with 2,200 visitors entering Fort Baker in the spring compared to about 3,800 in the summer.

- During the modal choice observations, average vehicle occupancies were also recorded. On Friday and Sunday, the occupancies are lower in the spring than in the summer. On Saturday, the occupancies are higher in the spring than in the summer.

- Pedestrian traffic was highest on Saturdays during the spring and summer. Points of high pedestrian volume include East Road, Conzelman Road (at Battery Spencer), and Mitchell Road (at Rodeo Beach). During the summer, high pedestrian volume was also observed on Bunker Road (under Alexander Avenue). Daily pedestrian observations were higher during the spring than the summer for all three days.

- Bicycle counts, like the pedestrian counts, were highest on Saturdays with 2,047 total observations at the six locations. Generally, most bicyclists were observed on Conzelman Road. Spring bicycle traffic (daily total for Saturday) was significantly higher than summer bicycle traffic. Sunday observations were also higher during the spring.

- On both Friday and Sunday, more buses were observed during the summer than during the spring, and the average occupancy was higher during the summer. The summer average bus occupancies were approximately 28 and 27 passengers per bus for Friday and Sunday, respectively. During the spring, the average occupancies were 15 and 19 passengers per bus for Friday and Sunday, respectively. On Saturday, the average occupancy was an estimated 29 passengers per bus during both seasons.

Visitor Intercept Survey Results

The visitor survey was conducted over a three-day period during the spring of 2001 on Thursday, April 19, Saturday, April 21 and Sunday, April 22. The survey was previously administered during the summer of 2000 on Thursday, August 31, Saturday, September 2, and Sunday, September 3.

Trip Characteristics

- Slightly less than half of the respondents in either season said this was their first visit to the Park.
- Slightly more than half of the visitors in either season had visited once or twice before.
- Of the sites within the study area at GGNRA, Rodeo Beach formed 12% of the spring site visits and 13% of the summer site visits. The next most popular sites were Point Bonita (10% during the spring and 5% percent during the summer) and Battery Spencer (9% during the spring and 7% during the summer).
- During both seasons, the four most popular same-day destinations outside the Park were Fisherman's Wharf, the Golden Gate Bridge, Golden Gate Park, and Sausalito. Sixteen percent of the spring season and 22% of the summer season visitors also visited San Francisco on the same day.
- The beach was the most popular reason (42% during spring, 29% during summer) for coming to the Park.
- During both seasons, about two-thirds of the visitors began their trip to the Park from home. Eighteen percent began from a hotel/motel.
- More than one-third of the respondents (43% in the spring, and 35% in the summer) began their trip to the Park from San Francisco. Twenty-one percent of spring and 23% of summer visitors began their trip from Marin County.

Accessing the Park

- During both seasons, four-fifths of the respondents drove to the Park. (Seventy-six percent in the spring and 75% in the summer drove a private vehicle. Fourteen percent in the spring and 13% in the summer drove a rented vehicle.) A public bus was used by 3%in the spring and 4% in the summer. During both seasons, a tour bus was taken by one percent and a bicycle was taken by five percent.
- In the spring, 48% of respondents continued to only drive within the Park, and 43% walk or hike. During the summer season, 66% of the respondents continue to drive, and only 22% walk or hike.
- Just over half of the visitors surveyed (53% in the spring and 51% in the summer) indicated that they had been to Headlands/Fort Baker in the past and knew how to get there.
- Fifty-three percent of summer visitors and 42% of spring visitors plan their visit on the same day.
- Most visitors spend longer than an hour in the Park (82% of spring and 87% of summer visitors).

Respondent Characteristics

- The vast majority of the respondents were recreational visitors rather than Park employees during both seasons of data collection.
- During the spring season, 51% of the respondents were male and 49% were female. During the summer, 64% of the respondents were male and 36% were female.
- During both seasons, more than 50% of the respondents were between the ages of 21 and 39. There were slightly more individuals over 50 in the summer season (27%) than in the spring season (19%).
- Almost three quarters of the respondents (68% in the spring and 71% in the summer) had a four year degree or higher. Only 11% of the spring and 10% of the summer respondents did not attend at least some college.
- Ninety four percent of spring visitors and 92% of summer visitors said they were not at the Park for an organized program.
- Local visitors (greater Bay Area) represented 63% of spring visitors and 68% of summer visitors. San Francisco residents accounted for about 25% of visitors in both seasons. Marin County residents formed 16% of the respondents during both seasons.
- Only 17% of spring and 15% of summer visitors indicated that they came to the Park alone.

- There were 20% more children under 18 during the spring (42% of all visitors) than during the summer (23% of all visitors).
- Of those parties with members from outside the Bay Area, almost a third had one member and a little more than a third had two members in their party.
- Four percent of spring season and seven percent of summer season visitors reported having a mobility disability as compared to 5% to 7% of the general population.
- Six percent of the spring and 7% of the summer season visitors brought a pet to the Park.
- Most of the visitors (72% in the spring and 73% in the summer) did not bring large equipment with them to the Park. Of the larger items brought, the most popular things were an ice chest or cooler (11% in the spring and 7% in the summer.)
- The vast majority of visitors to the Park indicated that they did not encounter any transportation problems (76% in the spring and 81% in the summer).

Respondents Visiting the Bay Area

- Almost 15% more visitors in the summer (24% of all respondents) than in the spring (9%) visited the Bay Area for only one day. Meanwhile, only 18% of the summer visitors came for six or more days compared with 34% of the spring visitors.
- The overwhelming majority (83% in the spring and 82% in summer) came to the Bay Area for pleasure.
- Only 4% of the spring and 7% of summer visitors had purchased a travel package including lodging.
- About one-fifth of the respondents during both seasons had their travel plans arranged by someone else.

Alternatives to Driving to the Park

Respondents were told that the Park Service was considering implementing "Car Free Days" at the Park and asked to consider a range of different alternative transportation options for accessing the Park.

- Thirty-six percent of spring and 30% of summer visitors would avoid the Park entirely.
- A quarter of the respondents from both seasons would use improved transit service from San Francisco.
- Sixteen percent of spring and 22% of summer respondents would use improved transit service from another location outside San Francisco.

- Twenty-one percent of spring and 24% of summer respondents would take improved ferry service from San Francisco.
- Eight percent of spring and 18% of summer would use improved ferry service from a location outside San Francisco.
- Twenty-four percent of spring and 36% of summer respondents would drive their car to a parking location outside the Park and take a shuttle.
- Fifteen percent of spring and 28% of summer respondents would come to the park by bicycle or walking.

Park Partners Survey

Fort Baker and the Marin Headlands are unusual among National Park areas in that many visitor programs are run by private non-profit "Park Partners" who occupy the historic military buildings and contribute to the overall maintenance requirements of the park. These partners include the Marine Mammal Center, Bay Area Discovery Museum, Headlands Center for the Arts, Headlands Institute and other organizations. All 12 Park Partners were surveyed to determine their range of services, overall program goals, the number of visitors and staff they expect in an average day, and any transportation concerns they have within the Park.

While not all Park Partners shared the same transportation concerns, there were a number of common themes that were shared by a majority of the respondents. These are listed below in order of importance:

- **Public Transportation.** Nearly all Park Partners emphasize the importance of either a park shuttle or regular public transportation throughout the Park. Public transportation, they argue, will provide greater transportation options to their visitors, employees, and volunteers and help preserve the character and natural environment within the study area.
- **Housing.** Many Park Partners stated that housing within the Park helps reduce their commuting times. Of the 61 Capehart housing units in the Marin Headlands, 26 are occupied by Park Partner staff members. The remaining units are occupied by National Park Service staff.
- **Better Signage.** The poor quality and/or lack of signage make it difficult for visitors and employees to find their way around the Park. This is especially important for the Park Partners who regularly attract new and repeat visitors.
- **Bike Lanes.** A number of Park Partners would like to see improved bike access in the study area. Suggestions for improvements include not only continuous bike lanes throughout the Park, but signage and infrastructure (bike lockers, racks, etc.) to better accommodate bikes.

- **Parking.** While less of a concern for most Park Partners, feelings are mixed about the need for and appropriateness of parking in the Park. Some feel that parking in the Park is a problem and should be limited to preserve the character; others mentioned that current parking supply is inadequate to meet the needs of their organization.
- **Pedestrian Access.** Several pedestrian-related issues that were mentioned include improving the crosswalks throughout the Park and allowing pedestrian access in the tunnels.

Main Conclusions About Seasonal Differences

The combined results of the traffic data collection and the visitor intercept survey suggest several main conclusions regarding the seasonal relationship with traffic volumes, visitation levels, trip characteristics, mode choice and the type of visitor who comes to the Park.

1) **On average, spring traffic volumes are significantly lower than summer volumes in the Headlands on weekdays but there is much less difference on weekends. However, spring traffic volumes are consistently lower than summer volumes in Fort Baker regardless of day.**

   Compared with the summer, tube counts show average spring traffic volumes in and out of the Marin Headlands are lower by 31% on a Friday, 8% lower on a Saturday and 6% lower on a Sunday. For Fort Baker, the spring volumes are 18% lower on a Friday and Saturday and 30% lower on a Sunday. On Alexander Avenue, spring traffic volumes drop 3% on a Friday, 5% on a Saturday, and 12% during a Sunday. Also notable is the Alexander Avenue intersection with the southbound US.101 on-ramps, where there is a 14% drop in the amount of spring traffic on southbound Alexander Avenue going toward the Headlands rather than the Golden Gate Bridge.

   The data collected on specific days for the intersection turning movement counts and the mode choice observations shows that traffic volumes can sometimes be higher on certain days in the spring than certain days in the summer. Unique circumstances such as positive weather conditions and special events may have raised the volumes during the spring data collection. Consequently, the tube count data collected over a two-week period offers the most reliable evidence that traffic volumes generally rise during the summer and fall during the spring season. This data should be used as the basis for planning transportation alternatives.

   Twenty-four percent of spring and 36% of summer respondents would drive their car to a parking location outside the Park and take a shuttle.

2) **Visitor volumes in the Headlands are lower during a spring weekday but can be higher than summer volumes on a weekend. However, there are considerably fewer visitors to Fort Baker during the spring – regardless of day.**

Visitation to the Marin Headlands is 45% lower on a spring Friday than on a summer Friday, 24% higher on a spring Saturday than on a summer Saturday, and 5% higher on a spring Sunday than a summer Sunday. As stated earlier, the greater number of individuals on a spring weekend more suggests the unique circumstances of the particular weekend when data was collected than an averaged condition or consistent pattern.

For Fort Baker, visitor levels are consistently less during the spring than the summer by 42% on a weekday, 6% on a Saturday, and 43% on a Sunday.

3) There is very little difference in the characteristics of trips to the Park made in the summer and spring.

During both seasons, visitors make similar choices about the destinations they go to inside and outside of the Park, express similar reasons for coming to the Park, and begin their trip from similar geographic origins. The beach is a somewhat more popular reason for coming to the Park during the spring. And a slightly greater percentage of spring respondents (43%) than summer respondents (35%) begin their trip from San Francisco. Generally, however, trip characteristics do not vary considerably between the seasons.

4) Although the overwhelming majority of visitors come to the Park by automobile regardless of season, there is greater use of alternative modes within the Park by spring visitors.

Once inside the Park during the spring season, 48% of respondents continued to drive within the Park compared with 66% of summer visitors. Forty-three percent of spring visitors walk or hike compared with only 22% of summer visitors.

However, as noted above, spring visitors were less inclined than summer visitors to consider alternative ways of accessing the Park in the event of a car-free day. Thirty-six percent of spring respondents, compared with 30% of summer visitors said they would avoid the Park entirely. Ten percent more summer visitors than spring visitors would take an improved ferry service. Twelve percent more summer visitors would park and take a shuttle, and 13% more summer visitors than spring visitors would come to the Park by bicycle.

5) The overall profile of the average visitor to the Park varies only in a few ways between the spring and summer.

There was little variation between the summer and spring season in the survey respondents in terms of their age distribution being concentrated between 21 and 39, their high level of educational background, or their predominantly local residences. Similar majorities in the spring and summer seasons reported that they did not bring

large equipment to the Park and that they did not encounter any transportation problems on their way to the Park.

There were only a few differences between the spring and summer visitors. Whereas the summer data collection had a disproportionate number of male respondents (64% of the total), the spring season had a fairly even distribution of men and women. Out-of-state residents were somewhat lower in the spring season, comprising 12% of the respondents compared with 17% of summer visitors. Additionally, within the party of the respondents, there were 20% more children under 18 during the spring (42% of all visitors) than during the summer (23% of all visitors).

Key Conclusions from the Existing Conditions Study

This section synthesizes the various types of information collected for the existing conditions study. Overall, the study showed that traffic and parking issues are not the Park's primary transportation issues, especially compared to the larger issue of visitor access and circulation by modes other than the automobile. Although there is peak period congestion on the Park's surrounding road network, there is generally not a problem with traffic flows or the existing parking supply inside the Park. On the other hand, there is only weak pedestrian, bike, and transit connectivity to and inside the Park. Consequently, the Park's abundant resources are accessible primarily to individuals who have access to a private automobile.

Described below are some of the key conclusions suggested by the existing conditions study including visitor access, circulation, roadway supply, parking supply, and wayfinding. These conclusions played a key role in the development of conceptual approaches for the Transportation Management Study.

Visitor Access

The overwhelming majority of Park visitors, 88% of Summer 2000 survey respondents, report that they arrived to the study area by automobile. However, there are also many reasons to believe that improving alternative access and circulation in the Headlands and Fort Baker would be highly desirable as well as viable, given the Park's existing resources and visitor trends:

- Transit service is limited, but 26 Golden Gate Transit lines pass directly through the study area on Highway 101. Muni's 76 Line on Sundays and holidays frequently serves a high number of riders on its hourly service to the Headlands.
- Once visitors are within the park boundaries, their usage of other modes of travel increases considerably. Twenty-two percent of Summer 2000 survey respondents

reported walking or hiking and 8% reported bicycling as ways of traveling between destinations in the Park.

- The pedestrian and bicycle access on the Golden Gate Bridge offers a popular link between San Francisco and the study area. The continuity of this connection is compromised by the lack of pedestrian and bike access along Alexander Avenue (and through its underpass beneath US 101). However, some visitors continue to access the Park on foot and by bicycle.
- Particularly on weekends, bicycles are a popular mode of access. Among summer 2000 survey respondents, bicycles were used as the primary mode of access twice as much on Sunday than on Saturday and 5 times as much on Sunday than on Thursday.
- More than one-third of summer 2000 survey respondents began their trip to the study area from San Francisco, a city with rich transit services and connections to Marin County-bound Golden Gate Transit routes. San Franciscans are also three times more likely to bicycle within the Park than visitors arriving from somewhere else.
- Given the possibility of a "Car Free Day," 70% of survey respondents indicated that they would try some form of alternative transportation mode to access the Park. Thirty-five percent of respondents indicated their willingness to drive to a central parking lot and take a shuttle to the Park.
- Nine of the 10 Park Partners surveyed would like to see improvements in public transportation or the implementation of a shuttle service in the study area.
- Eight of the 10 organizations surveyed suggested that housing be evaluated as one solution to address transportation issues.

The success of any alternative access program needs to acknowledge the many users who may not be familiar with either the study area or their travel options (41% of summer 2000 park users are first time visitors and almost 1/3 of the visitors are from outside the Bay Area). Thus, encouraging visitors to travel in ways other than the automobile will depend not only on the quality of the transportation provided but also on the clarity and availability of travel service information to the full range of potential users.

For destinations such as the Bay Area Discovery Museum where a large number of visitors arrive with young children and related gear, alternative modes may not appear practical to the visitors. For employees and volunteers working within the park boundaries, private transportation holds a particular utility. Among recreationalists, it is interesting to note that walkers said they would avoid the Park on "car free days" at a rate eight times that of the cyclists.

Roadway Supply

The roadway network was designed and built by the military for their limited use, not the general public to enjoy a national park. The narrow and winding nature of park roads such as Conzelman suggests that existing road widths are not sufficient to accommodate vehicles, bicyclists and pedestrians. Particularly around popular destination areas such as Battery Spencer, there can be many conflicts between users of different modes. However, the vast majority of the park road network is actually underutilized with two lane roads and gravel shoulders frequently serving only very few vehicles – even during peak periods and times.

Although congestion may be an issue during special events and on US 101, there is little, if any, congestion within the Park. For example:

- The stretch of Bunker Road west of the Barry-Baker tunnel has total segment widths of at least 40 feet including 25 feet of paved roadway and 15 feet of gravel shoulders. Bunker Road is a road frequently chosen by bicyclists because of its level grade and the striped bike lanes in the one-way Barry Baker tunnel.
- Five of the seven intersections in the study area operated at a Level of Service "A" during summer weekend peak hours. The exceptions are Conzelman Road/ Alexander Avenue – US 101 southbound on-ramp (LOS "E") and Alexander Avenue/US 101 northbound ramp (LOS "C"). None of the intersections within park boundaries perform below a Level of Service "A."
- The number of vehicles entering the Marin Headlands on a weekday was almost half as many that enter on a Sunday during the peak summer period.

The openness of the Park's internal road network, however, is in clear contrast with congestion in the surrounding regional network where peak period queues and delays on the Golden Gate Bridge, US 101, and Alexander Avenue created by non-park destined traffic compromise access to the Headlands via the Conzelman Road and Barry Baker Tunnel entrances.

Parking Supply

Even during overcast summer weekdays, parking spaces along Conzelman Road at Battery Spencer and Hawk Hill are in high demand. The competition for spaces results in potential safety risks to the bicyclists and pedestrians who are sharing limited road space with automobiles backing out, waiting, and pulling into spaces. During special events at the Bay Area Discovery Museum and at the Marin Headlands Center for the Arts, parking is also in high demand.

In the vast majority of the study area, however, parking spaces are in abundant supply and within close walking distance of popular destinations: